

Amendments To The Claims:

Claims 1-20 and 33-39 (cancelled).

Claim 21 (original) A method of transporting vehicles from a manufacturing plant to a plurality of destination locations via a delivery network, comprising:

transporting by rail at least some of a plurality of vehicles released from a manufacturing plant origin point to a mixing center;

consolidating vehicles bound for a common destination location at the mixing center;

transporting the consolidated vehicles to the common destination location;

using a simulation tool:

modeling a delivery network including the manufacturing plant origin point, the mixing center, the destination location, and transport devices; and

predicting occurrence of delays at the mixing center; and

in response to prediction of a delay at the mixing center, planning and executing a routing plan that transports at least some of the vehicles directly from a first point in the delivery network upstream of the mixing center to a second point in the delivery network downstream of the mixing center so as to bypass the mixing center and reduce the predicted delay.

Claim 22 (original) The method of Claim 21, wherein the routing plan transports vehicles from the manufacturing plant origin point directly to the destination location.

Claim 23 (original) The method of Claim 21, wherein the routing plan transports vehicles from the manufacturing plant origin point directly to the destination location by car hauler.

Claim 24 (original) The method of Claim 21, wherein the routing plan transports vehicles by car hauler.

Claim 25 (original) A method of transporting vehicles from a manufacturing plant to a plurality of destination ramps via a delivery network, comprising:

transporting by rail at least some of a plurality of vehicles released from a manufacturing plant origin point to a mixing center;

consolidating vehicles bound for a common destination ramp at the mixing center;

transporting the consolidated vehicles to the common destination ramp;

transporting the consolidated vehicles by car hauler in groups to a plurality of dealerships;

using a simulation tool:

modeling a delivery network including the manufacturing plant origin point, the mixing center, the destination ramp, the plurality of dealerships, and transport devices; and

predicting occurrence of delays at the destination ramp; and

in response to prediction of a delay at the destination ramp, planning and executing a routing plan that transports at least some of the vehicles directly from a point in the delivery network upstream of the destination ramp to one or more of the dealerships so as to bypass the destination ramp and reduce the predicted delay.

Claim 26 (original) The method of Claim 25, wherein the routing plan transports vehicles from the manufacturing plant origin point directly to one or more of the dealerships.

Claim 27 (original) The method of Claim 25, wherein the routing plan transports vehicles from the manufacturing plant origin point directly to one or more of the dealerships by car hauler.

Claim 28 (original) The method of Claim 25, wherein the routing plan transports vehicles from the mixing center directly to one or more of the dealerships.

Claim 29 (original) The method of Claim 25, wherein the routing plan transports vehicles from the mixing center directly to one or more of the dealerships by car hauler.

Claim 30 (original) A method of transporting vehicles from a manufacturing plant to a plurality of destination ramps via a delivery network, comprising:

transporting by railcar at least some of a plurality of vehicles released from a manufacturing plant origin point to a mixing center, utilizing a first group of railcars each carrying unmixed vehicles bound for a respective common destination ramp, and a second group of railcars carrying mixed vehicles bound for more than one destination ramp;

unloading the second group of railcars at the mixing center;

consolidating the unloaded vehicles onto a third group of railcars each carrying unmixed vehicles bound for a respective common destination ramp;

transporting the first and third groups of railcars from the mixing center to the respective common destination ramps;

using a simulation tool:

modeling a delivery network including the manufacturing plant origin point, the mixing center, the destination ramp, and transport devices; and

predicting occurrence of delays at the mixing center; and

in response to prediction of a delay at the destination ramp, planning and executing a routing plan that diverts at least some of the mixed vehicles at the manufacturing plant origin point to car haulers for transport directly to a point in the delivery network downstream of the mixing center.

Claim 31 (original) The method of Claim 30, wherein the downstream point in the delivery network comprises a respective destination ramp.

In re: Barts et al.

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Claim 32 (original) The method of Claim 30, wherein the delivery network further comprises a plurality of dealerships, and, in response said prediction of a delay at the destination ramp, diverting at least some of the mixed vehicles at the manufacturing plant origin point to unmixed car haulers for transport directly to respective dealerships.